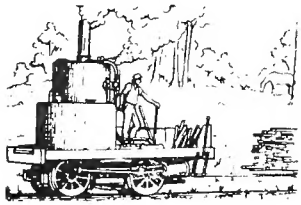
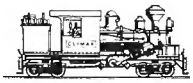


# LIGHT RAILWAY NEWS



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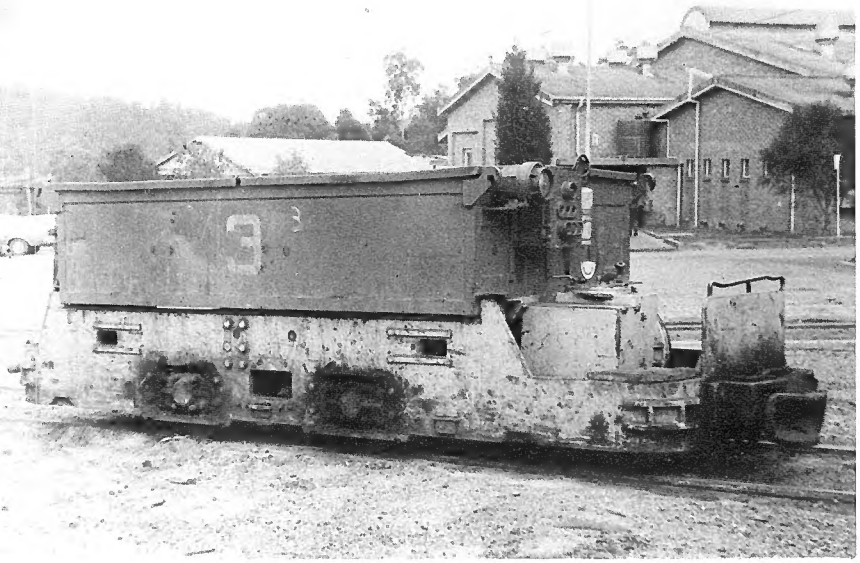
NUMBER TWELVE OCTOBER 1979

THE FIRST BEYER GARRATT IN THE WORLD: Tasmanian Government Railways North East Dundas Tramway K class 0-4-0-0-4-0 Beyer Garratt No.1 (Beyer Peacock 5292/1910) forming the central attraction at the National Railway Museum, York, is officially placed on loan to Dr Coiley, the Keeper of the NRM, by Mr John Routley, represent ing the Festiniog Railway, on 9 April 1979.
(Photo: Yorkshire Post, per Ron Cox, Narrow Gauge Railway Society)

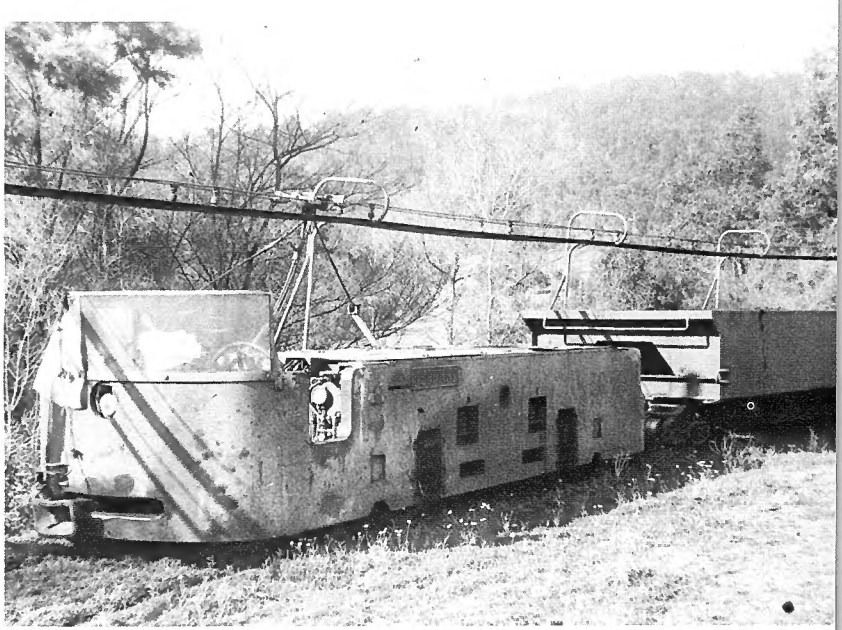


Left: Jeffrey 10 ton four-wheel battery-electric locomotive.

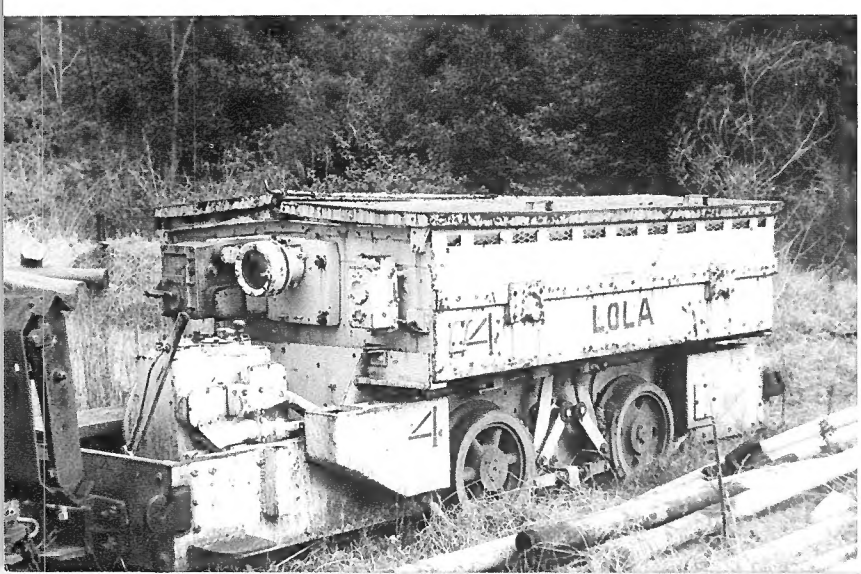
J & A BROWN AND ABERMAIN SEAHAM COLLIERIES LTD

Stockrington Colliery, near Minmi, NSW.

3 ft 6 in gauge (1067mm)



Right: Jeffrey 20 ton overhead electric loco.




Left: 'Lola', Atlas 10 ton four-wheel battery electric locomotive, out of use.

All photos: Keith McDonald

EDITORIAL

It is indeed sad to read that the proposal to establish a 610mm gauge steam railway in the Launceston Cataract Gorge reserve has been abandoned due to opposition by environmental groups.

One cannot be critical of the efforts of the environmentalists, as their job these days is difficult enough with the onslaught of development, though it would appear that somebody has not done their homework in this instance, as it has been proven on a number of occasions overseas that a narrow gauge railway, in many cases, can be a very effective means of crowd control in national parks, forests, etc., where it is necessary to maintain the environment.

Experience has shown that although the establishment of the railway can have a minor initial impact on the flora (for preparation of the roadbed) and fauna, this is soon overcome and both return to normal. It is understood that a walking track already exists in the area in question and from reports it would seem a simple matter to convert the walking track into a suitable roadbed (if some-what curving). The area is currently used as a means of access from the main road to a pleasant picnic area, and if a narrow gauge railway was a means of expelling the petrol burning monster altogether (access for motor vehicles exists from other parts), then all the better!!

Once the authorities agree to allow the general public into the area, it is usually much more difficult to control them, witness to this being the major problems now being experienced by Yellowstone National Park in America which is, from current reports, in a bit of a quandary as to what to do next! Admittedly a narrow gauge railway is not always the best solution, or practicable, but it can cope (if properly organised) with crowds, and the big advantage is that they are kept within a controlled atmosphere, but can still enjoy the delights such areas have to offer.

Maybe Launceston's problems are worthy of deeper study and investigation???

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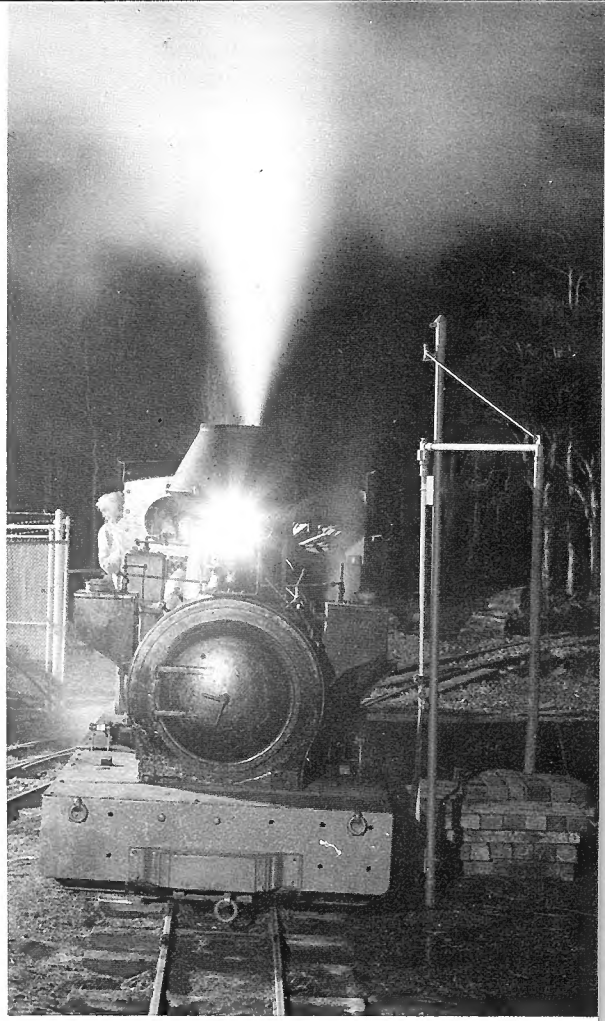
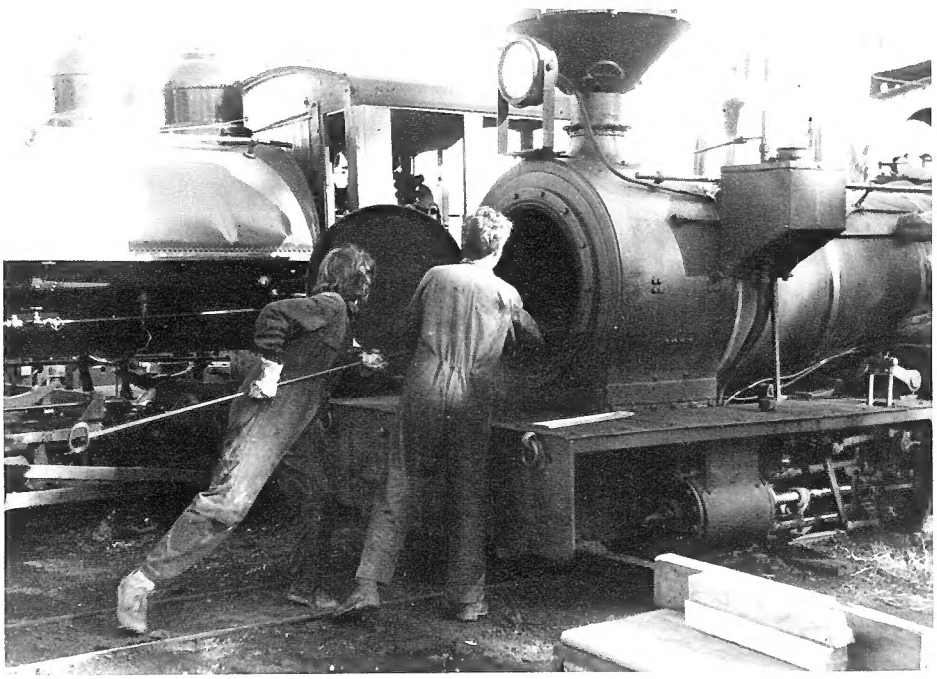


ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY

Left: 0-4-0ST Davenport locomotive in a bushland setting.
Right: 'Cairns', Hudswell Clarke 0-6-0 locomotive, by night.
Below: Cleaning the boiler tubes of 'Cairns'.



# ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY

*Donations over $2 Tax Deductable.*

MUSEUM: Tongarra Road, Albion Park. (open 2nd Sunday, each month)

CORRESPONDENCE: P. O. Box 1036, Wollongong. 2500

Due probably to excellent weather the Albion Park Museum Open Days continue to be a popular attraction with steam train passengers averaging somewhat over 500 and the electric tramway about 80% of this amount.

"Cairns" (H-C 0-6-0 ex-CSR Victoria Mill) still handles the bulk of train working, as it handles more easily than "Kiama" (Dav. 0-4-OST ex Quarries P/L Kiama), and has more public appeal. A steam line has been installed from the stationary engines to "Kiama's" "spot" and whilst on standby it now powers several engines and pumps leaving the vertical boiler not so breathless as when endeavouring to run eight pumps, engines, and winches by itself.

Boiler and pressure vessels were inspected in July and certificates renewed without any problems. Other news on non-operational units varied however. The spare Davenport boiler obtained from the Menangle area is reported to be in at least as good condition as the one in use, but the front tubeplate of "Burra" (HL 0-4-OST ex-Corrimal Colliery) is badly corroded and will need replacing. The firebox of "Tully No.6" (Perry 0-6-2T ex-Tully Mill) has cracks between several stays and the edge of the lapped joints and the best means of repairing these is being sought from the Division of Inspection Services (ex-DLI). A result of the trial steaming after the inspection was that "Cairns" and "Kiama" ran double-headed for the first time. The smaller "Kiama" made its presence heard hauling "Cairns" in steam but with regulator shut up the grade to the Tongarra Road terminus but due to its tendancy to slipping had to be jockeyed cautiously. "Cairns" has reverted to something like its original appearance by having its front "wing-like" sandboxes removed and looks a much more handsome loco. Running plate sandboxes will be fitted in due course.

After many forgotten months the Cane Inspectors Railcar (ex-CSR Victoria Mill) has been tackled by a group of Junior Members with assistance as required to start straightening the badly bowed frame. New running-gear parts are being made as required and it is hoped this unit will see service again in the not too distant future. The engine unit has been almost rebuilt by a Member at home.

Restoration of a Hampton Shay to static display is well advanced, with the timber boiler lagging under way and cladding expected to be fitted shortly. Until suitable undergear can be located or built-up it remains on two "shop bogies".

Museum trackwork has recently concentrated on improvement and consolidation works. The yard spur was lifted in part to allow replacement of the sagging timber culvert with donated pre-cast concrete sections. A sympathetic local resident owner of a backhoe greatly eased the task

of excavating the required space, placing the concrete sections and back filling. New ballast and sleepers were placed and the rails relaid. At the same time the opportunity was taken to dismantle the frog of the junction turnout which was very worn (ex-Corrimal), and gave a lot of trouble especially with "Kiama". The worn rails at the "crossing" of the frog were built up with suitable welding and reprofiled, the old running-blocks dispensed with and the frog assembled on new baseplates. It now gives no trouble. At the same time the Society experimented with fitting a sprung checkrail on the curved approach to the points to more positively accomodate the smaller back-to-back spacing of "Kiama's" wheels, and still guide the wider wheeled vehicles. This has been sufficiently successful to merit the same arrangement being fitted to the points of the future main line junction to "Yallah".

Matters of general advancement include the screening of the yard from the highway by attaching green painted corrugated sheeting to the chain-wire fence, the wiring, trial and painting ready for use of a 50t hydraulic press obtained for a nominal sum last year, to be used mainly for straightening vertical kinks in some of the stock of 45lb rails, the erection of a steel pole next to the loco facilities carrying two mercury-vapour floodlights and single and three-phase power, and the purchase of an electric saw and heavy duty drill to relieve the wear and tear on Members' privately owned equipment.

The infant Sales Department has blossomed and now sells a small selection of books, postcards, badges etc., with the one item so far produced by the Society, a car sticker featuring "Burra", and also home produced honey, cakes and the inevitable tea, coffee and soup, as well as Street's Ice Cream products per the medium of their fitted out caravanette delivered to the Museum in time for each open day. A lady Member has been co-opted into taking charge of these sales as Society Sales Officer which she handles capably as well as making the cakes for sale. The section of "Yallah" station used as the canteen which suffered only mainly smoke damage in last November's arson attempt has been repainted and suitably fitted-out for its new role.

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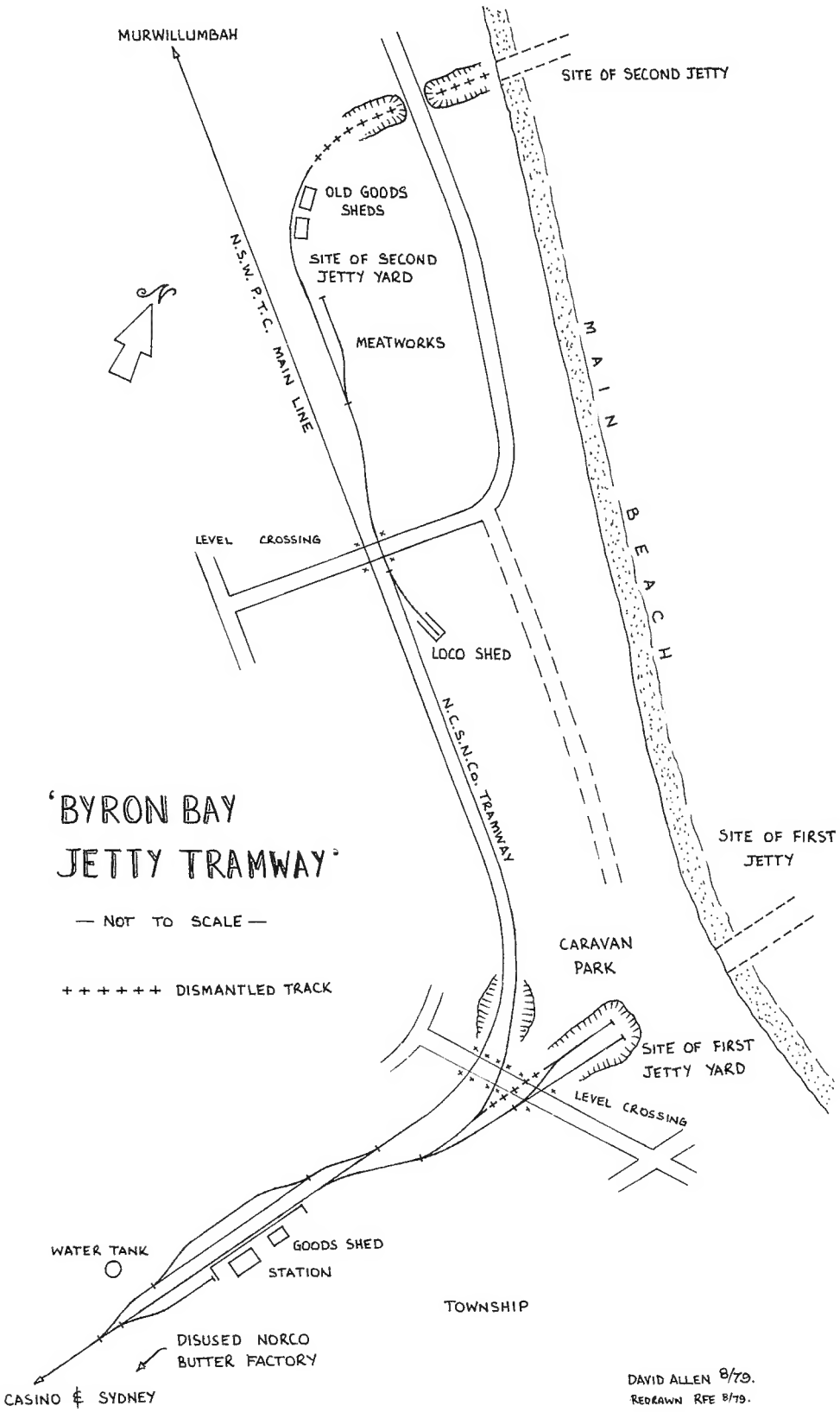
## NEW SOUTH WALES

### F. J. WALKER LTD, BYRON BAY JETTY TRAMWAY — 1435mm gauge

This tramway parallels the Casino - Murwillumbah railway (PTC NSW) from Byron Bay railway station to the F. J. Walker Ltd abattoir, a distance of about 2 km. The line was formerly owned by the North Coast Steam Navigation Company (NCSN Co.) and was used to service company vessels at the jetty. The present tramway was opened about 1929 when the new jetty replaced the original structure (refer to map). Some of the old siding which once led to this jetty still exists but it appears that most of the area has been remodelled since the demolition of this jetty. The company went into liquidation in 1954 and the new jetty has been demolished some time since that date.

Sole motive power on the line is a 4-wheel Simplex petrol loco, B/No. 2129, powered by a 4-cylinder, 40hp (30 kw) Dorman petrol engine with a 2-speed gearbox and chain drive to both axles. The loco has an


MURWILLUMBAH
SITE OF SECOND JETTY
OLD GOODS SHEDS
SITE OF SECOND JETTY YARD
MEATWORKS
N.S.W. P.T.C. MAIN LINE
MAIN BEACH
LEVEL CROSSING
LOCO SHED
N.C.S.N.Co. TRAMWAY
'BYRON BAY JETTY TRAMWAY'
— NOT TO SCALE —
+ + + + + + DISMANTLED TRACK
SITE OF FIRST JETTY
CARAVAN PARK
SITE OF FIRST JETTY YARD
LEVEL CROSSING
WATER TANK
GOODS SHED
STATION
TOWNSHIP
DISUSED NORCO BUTTER FACTORY
CASINO & SYDNEY
DAVID ALLEN 8/79.
REDRAWN RFE 8/79.

open-sided centre cab and carries a two-tone red livery, being housed in a small timber loco shed near the meatworks. The loco was introduced to service in 1923.

Under NCSN Co ownership, a passenger service from the station to the jetty was provided using ex-NSW Government Tramways end loading 4-wheel electric trailer No. 37C and enclosed cross bench bogie steam trailer No. 74B, C2 type, both built by Hudson Bros. and both are now preserved by the Steam Tramway & Railway Preservation Society at Parramatta Park, Sydney. Remains of old wagons near the meatworks suggest that the company operated wagons of its own in addition to the Government stock that ran on the line.

Today the line is operated to serve the meatworks, but at the time of inspection (6/79) there was no Government stock present, and along with the overgrown state of the track, suggests that the majority of traffic is now handled by road.

The map shows only existing line and visible formation. To my knowledge, what is shown is all that remains of Byron Bay's once extensive yard. Little remains of the old jetty trackwork while I am unsure of just how much of the later jetty's yard remains as I did not enter the meatworks but I suspect it is little more than what is shown. A short section of the formation to the site of the second jetty has been removed due to roadwork.

The historic background has been obtained from several sources (cited below), but accurate information is scarce and tends to be conflicting, particularly regarding dates. Perhaps a reader has, or knows of, photos of workings (particularly of the passenger trams) on and around the jetties which could possibly be published.

Bibliography:

ARHS Bulletin No. 88, February 1945 (a good short history, which concentrates on the first jetty, along with a diagram of the full extent of the tramways)

NSW Tramcar Handbook, PT 2, p.86 (Tramcar technical details)

Light Railways No. 53, p.22, Anthony Weston (Simplex technical details)

David Allen

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QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY 610mm gauge
(P.O.Box 270, NORTH QUAY 4000) (see LRN 11 p.6)

The remaining four locomotives formerly stored at Rocklea were successfully transferred to the Woodford site during July. This move was achieved with little difficulty, and the job was done on very advantageous terms by Aitkin Transport Ltd. There are now eight locomotives on the Woodford site as follows:

| | | | | | |
|---|---|---|---|---|---|
| 5 | 4wDM | Ruston & Hornsby | 279567 | 1947 | arrived May 13 |
| AIRDMILLAN | 0-6-2T | John Fowler | 20763 | 1935 | arrived June 27 |
| R. D. REX | 0-4-2T | Perry | 7650.49.1 | 1949 | arrived June 28 |
| B9½ 11 | 0-6-2 | John Fowler | 17110 | 1927 | arrived June 29 |
| PYRAMID | 0-6-0T | Hudswell Clarke | 1521 | 1924 | arrived July 16 |
| 5 | 0-4-2T | Hudswell Clarke | 1705 | 1938 | arrived July 17 |
| MELBOURNE | 0-6-0 | Hudswell Clarke | 1701 | 1938 | arrived July 18 |
| 5 | 0-6-2T | Bundaberg Foundry | 5 | 1952 | arrived July 19 |

The two tenders, from B9½ 11 (carries John Fowler number 17112), and MELBOURNE, arrived on July 17. Hudswell Clarke 1705 was built under sub-contract from John Fowler, and carries Fowler plates 22752.

The site at Woodford is not yet open to the public, but visitors or other interested people may make arrangements to visit the site by writing to the address above.

A number of smaller items were due to be cleared from the site at Rocklea in early August, leaving the site vacant. Thanks are due to the Queensland Transport Terminal and Mack Trucks who so generously made this space available. There are still a number of locomotives and other equipment stored at other sites, but there are no immediate plans to move these at present.

During July, Society members were occupied in lifting a quantity of 60lb rail from a now closed power house in Brisbane. This rail was obtained through the good offices of the Brisbane Tramway Museum Society.

The Bundaberg Fowler has already been steamed at Woodford, and the next task in hand will be to lay some of the newly salvaged rail so that a short demonstration line can be established.

Editor

AUSTRALIAN RAILWAY HISTORICAL SOCIETY (QUEENSLAND DIVISION), Beenleigh
(GPO Box 682, BRISBANE 4001) (see LRN 11 p.6) 1067mm gauge

Following the approval of the projected Beenleigh Museum project at the recent Annual General Meeting of the Society, the first item of rolling stock was transported to Beenleigh on 26 July. This has been placed on loan by the Australian Narrow Gauge Railway Museum Society. It is generally known as "Foote's loco", and is a petrol engined machine constructed on an ex-QGR "T" wagon frame for use at Foote's Sawmill and Joinery Works in Ipswich. It probably dates from the 1920's and quite possibly was constructed by the Forrers Foundry in Ipswich, which is believed to have produced some similar machines for Gladstone Meatworks, and some smaller versions for a local colliery. However, the loco at "The City Joinery" of Arthur Foote Ltd was rebuilt in later years with engine and bonnet from an International truck. A massive water tank over the rear axle provides ballast for traction. The locomotive is to be restored to working order at Beenleigh, and may well be the first operational loco at the new project.

Editor

BULLENS AFRICAN LION SAFARI & ZOO, Yatala 610mm gauge

A new development here is to be the construction of a railway line. The park is situated just off the Pacific Highway between Brisbane and the Gold Coast. A yellow locomotive was observed here in June, and closer (but still distant!) examination in July revealed that the loco appears to be a petrol-engined steam outline "0-4-2T". General appearance seems to indicate that it may well have been built by John Dunlop, who had a similar locomotive under construction at Sydney's Waratah Park in 1978, (see LRN 2 p.4). This development raises the possibility that Bullens may be developing similar lines at their other parks. It is believed that some years ago, they purchased two Malcolm Moore four wheeled petrol locomotives from Australian Army surplus equipment. Surely some reader may be able to shed some light on this?

David Mewes 7/79, Editor

CATTLE CREEK CO-OPERATIVE SUGAR MILLING ASSOCIATION, Cattle Creek Mill, Finch Hatton. (see LRN 11 p.9) 610mm gauge

A derailment analysis was carried out during the 1978 season, and showed that one derailment occurred for every 3949 tonnes of cane hauled. It is expected that the recent purchase of 1400 bins from Pleystowe Mill will improve the efficiency of the transport system with their added and uniform carrying capacity, roller bearings and link and pin couplings. A new yard loop consisting of two lines, each 200 metres long, has been constructed in the mill yard to accommodate the Pleystowe bins, as they are designed to operate in one direction only. An investigation is to be made into the use of brake wagons in cane haulage on the mill's system.

'Stack Talk' 81

FARLEIGH CO-OPERATIVE SUGAR MILLING ASSOCIATION, Farleigh Mill (see LRN 11 p.7) 610mm gauge

In addition to the improvements to the North Coast line (to Wagoora) outlined in the last issue of LRN, it has been decided to upgrade the older lines around the mill, which suffered badly from wet weather, and also from farmers who used the tramline as a headland! Extensions to the loco shed will be made during 1979.

'Stack Talk' 81

ISIS CENTRAL SUGAR MILL CO. LTD., Isis Mill 610mm gauge
(see LRN 7, p.7)

Isis Sugar Mill is relaying part of the old Queensland Government Railway line from Cordalba to Booyal as part of a major expansion programme of tramway facilities to cane farms. The new line will run for approximately 2.4 km along the old QGR formation before branching into the nearby cane farms. About 20.8 km of track is due to be laid within the next three or four years, and about half of this, including the section along the QGR formation, is expected to be ready for the 1980 crushing season.

The Queensland Government Railway branch from Isis Junction was extended from Cordalba to Dallarnil in 1913 and closed in 1955. The Dallarnil section was purchased by the Isis Sugar Mill for £65,000 and was to be converted to 610mm gauge for the conveyance of sugar cane from cane farms in the Happy Valley area. In the event, the mill decided to carry the cane by road and the rails were lifted and used for other purposes, including the mill's (then) new tramway to Goodwood, opened in 1959.

Mention of Cordalba and the QGR reminds one of the mixed gauge (610mm and 1067mm) connection which connected the sugar mill with Cordalba station on the QGR. To operate the 1067mm section, the mill initially tried the ex Belmont Shire Tramway (Brisbane) tramway motor, an 0-4-2T built by Baldwin (B/No. 35935) in 1911 and purchased by the mill in late 1914 or early 1915. It was not successful at the mill and was sold by them to the State Rivers and Water Supply Commission of Victoria in June 1921 for use on the Hume Reservoir construction. It was then the practice to employ one of the 610mm gauge steam locos to haul the 1067mm gauge wagons on the mixed gauge connection until 1944 when the mill purchased an ex-QGR B13 class 4-6-0 No. 185 from the Beaudesert Shire Tramway which had recently closed. This loco was built by Dubs (B/No. 1751) in 1883 and had been sold to the Shire in 1939. No. 185 worked the mixed gauge connection until it was condemned in March 1961 and had been scrapped before the 1961 crushing season. 610mm gauge locos again maintained the service until the QGR branch from Isis Junction to Cordalba was closed in 1964.

'Bundaberg News-Mail' 18/8/79
per Alan Robert

Editor 8/79

ISIS CENTRAL SUGAR MILL CO. LTD., Isis Mill 610mm gauge
(see LRN 7 p.7)

Trials were due to commence in early June of two Clyde DH1-71 0-6-ODH locomotives specially fitted up to work in multiple. As recorded elsewhere in this issue, Isis 4 (Clyde 0-6-ODH 56-113 of 1956) was hired to Millaquin Mill from July 11 to 14.

'Sunshine Express' 7/79,
Alan Robert 7/79.

THE MILLAQUIN SUGAR CO. PTY. LTD. Millaquin Mill, Bundaberg 610mm gauge
(see LRN7 p.8)

On Tuesday July 10th, Baldwin bogie diesel 3 (6456-1-11-75 of 1975) caught fire when grass and trash was ignited by hot brake blocks. The crew had time to cut off the load and draw forward and then proceeded to fight the fire with extinguishers until the arrival of the Fire Brigade. A fuel line burnt through and around 400 litres of diesel fuel was added to the flames. Damage to the loco made the fitting of a new Caterpiller engine and torque converter necessary.

TASMANIAN STEAM PRESERVATION SOCIETY, SECOND RIVER TRAMWAY

Above: New yard layout at Karoola, under construction, June 1979. Krauss No.1 loco and bogie rolling stock.

Below: Two foot gauge guard's van built by Ralph Proctor for Second River Tramway, July 1979.

Both photos: Ralph Proctor

As an immediate replacement, Qunaba Mill's 6 (Bundaberg Foundry 0-4-2T 3 of 1952) was transferred to Millaquin for the rest of the day. In the meantime, arrangements were made to hire Isis Mill's 4 for the rest of the week. This loco (Clyde 0-6-ODH 56-113 of 1956) arrived by road transport on July 11th, and was returned at the weekend in time for the start of the Isis crush that Monday. The fire-damaged loco was repaired and back on the road by Monday July 16th.

Alan Robert 7/79

NORTH ETON CO-OPERATIVE SUGAR MILLING ASSOCIATION, North Eton Mill

610mm gauge

Tramline work for the slack season was restricted to work on the main lines, but a number of sections were completely resleepered, lifted, and packed with crushed metal ballast. Very little damage resulted to the tramlines as a result of heavy rain during the wet season. Locos generally gave a good performance during 1978 although there were some breakdowns. The mill's current roster consists of:

| | | | | | |
|---|---|---|---|---|---|
| D1 | 6wDM | Bundaberg Foundry | 10 | 1953 | ) built under licence |
| D2 | 6wDM | Bundaberg Foundry | 13 | 1954 | )from Jenbach, Austria |
| D3 | 0-6-ODM | Commonwealth Engineering | A2128 | 1958 | |
| D4 | 0-6-ODH | Commonwealth Engineering | FB3169 | 1963 | |
| D5 | 0-6-ODH | Commonwealth Engineering | FB3170 | 1963 | |
| D6 | 0-6-ODH | Commonwealth Engineering | FB4383 | 1965 | |
| D7 | B-B DH | E.M.Baldwin | 6780-1-8-76 | 1976 | |
| | 4wDM | Motor Rail | 21503 | 1953 | |
| | 4wDM | E.M.Baldwin | 4-473-3-63 | 1963 | |

'Stack Talk' 81, Editor

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TASMANIA

AUCTION OF TASMANIAN LOCOMOTIVES AND ROLLING STOCK 1067mm gauge
(see LRN 11, p.12)

As reported in LRN 11, the ANR Tasmanian Division disposed of all remaining steam locos and passenger rolling stock, and details of their disposal is as follows:

Steam Locos

MA class 4-6-2 No. 3 (Robt. Stephenson & Hawthorn 7426/1951, ex M6) to Kingborough Municipality.
M class 4-6-2 No. 3 (Robt. Stephenson & Hawthorn 7423/1951) to Don River Tramway (VDLRS)
M class 4-6-2 No. 4 (Robt. Stephenson & Hawthorn 7424/1951) to Don River Tramway (VDLRS)
H class 4-8-2 No. 2 (Vulcan Foundry 5950/1951) to Tony Coen and David Flecker of Hobart
H class 4-8-2 No. 5 (Vulcan Foundry 5953/1951) to Hillwood Strawberry Farm
H class 4-8-2s Nos. 3, 4 and 8 were scrapped.

Passenger Carriages

Don River Tramway (VDLRS) - AAL 9, AAR 2, BBLs 11 and 12, SPs 6 and 7, SS 7, SSD 2 (8 cars)
Tasmanian Transport Museum Society - AAL 10, SP 4 (2 cars)
Geelong Steam Preservation Society - AAR 1, AAR 4 (probably), BBL 10, SPs 5 and 8 (5 cars)
Hotham Valley Railway - SSSS 1, SSD 2 (2 cars)
Kingston Apex (to form part of a static railway display) - ACS 1 (1 car)
"Wee Georgie Wood", Tullah - SP 9 (probably) (1 car)
SS1 - 6 and 8 - 9 were purchased by the Geelong Steam Preservation Society, Kingston Apex, and Hotham Valley Railway, but which vehicles went to which group is not yet known. The recepient of SP1 is also not known.
Three carriages were not sold and will presumably be scrapped, whilst one carriage has been sold for non-railway use.

Railmotors

Don River Tramway (VDLRS) - DP 22
Tasmanian Transport Museum Society - DP 15
Geelong Steam Preservation Society - DPs 28 and 29

Railmotor Trailers

Don River Tramway (VDLRS) - PT 3
Tasmanian Transport Museum Society - PT 4
"Wee Georgie Wood", Tullah - PT 5
Five railmotors and one railmotor trailer were not sold, three railmotors were sold for non-railway use, as was one of the trailers and disposal of one railmotor is not known.

'Tasmanian Rail News' 6/79

PROPOSED RAILWAY FOR CATARACT GORGE, LAUNCESTON
(see LRN 10, p.11)

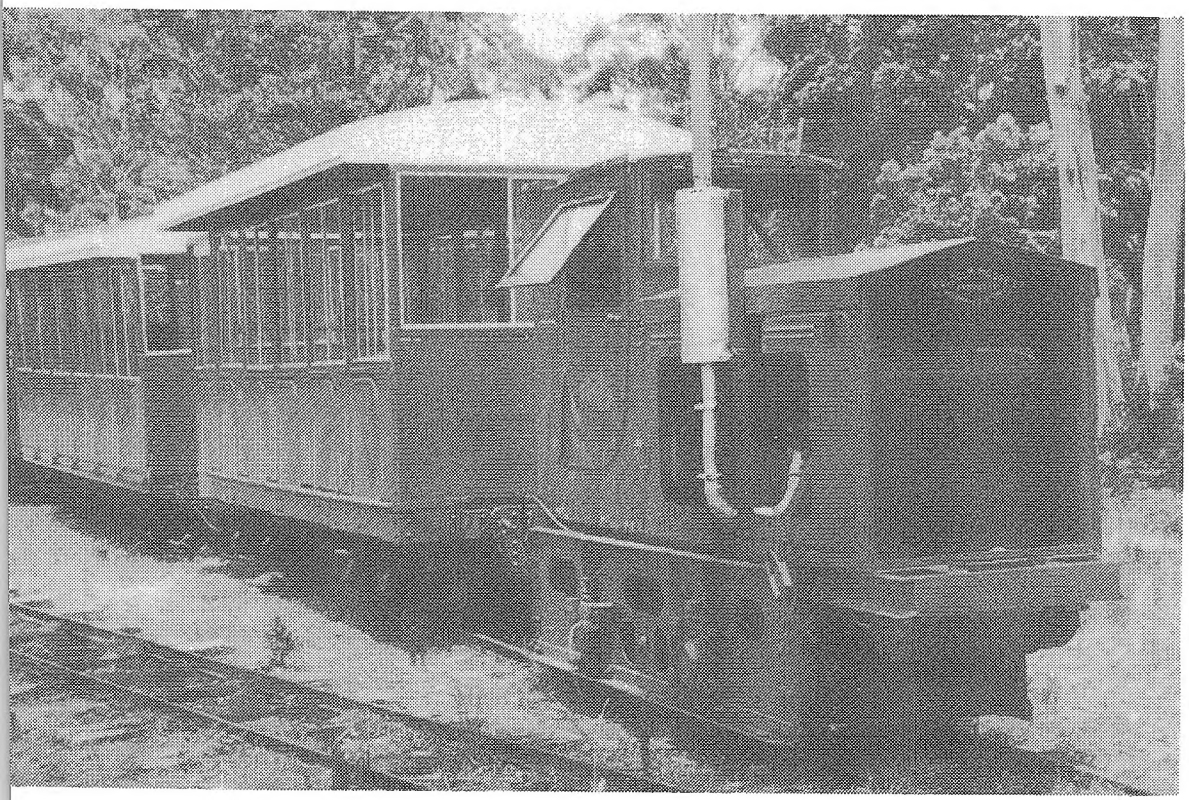
The proposal to establish a 610mm gauge steam railway on the eastern side of the Launceston Cataract Gorge reserve has now been abandoned due to some opposition by environmental groups.

Ralph Proctor, 8/79

SECOND RIVER TRAMWAY, KAROOLA (see LRN 7, p.9) 610mm gauge
(c/- 12 Melbourne Street, Launceston 7250)

All the trackwork associated with the new terminal layout near the loco shed has now been completed, with only ballasting work to be done. The bodywork of the newly constructed guards van is now completed and should be at Karoola late in September.

Ralph Proctor, 8/79



Above: Ida Bay Railway, Tasmania. Malcolm Moore diesel locomotive, converted from petrol, with extended engine bearer frames. (Malcolm Moore 1056 of 1943, 610 mm gauge). 24 December 1978.

Photo: Lee Rodda

Below: Ex TGR M class 4-6-2 No.6 (Robert Stephenson & Hawthorn 7429/1951) returning tender first from Laker's Siding to Queenscliff, on 19 May 1979, the occasion of the Queenscliff Railway Centenary, and the re-opening of this section of the line by the Geelong Steam Preservation Society following conversion to 1067 mm gauge. The train consists of ex-WAGR bogie Z brake van and ex TGR second class carriage BBL 6.

Photo: Lindsay Bamford

WESTERN AUSTRALIA

HOTHAM VALLEY TOURIST RAILWAY INC. (see LRN 11 p.15) 1067mm gauge
(P.O. Box 197, Pinjarra 6208)

The HVR is currently taking steps to increase its passenger stock. Negotiations are presently being undertaken with Westrail for the purchase of ten "Albany Express" coaches. The HVR was also a successful tenderer for the purchase of coaches from ANR Tasmanian Division (see elsewhere in this issue) and these vehicles have been inspected by Society members accompanied by a senior Westrail Engineer, who acted as adviser on the safety and mechanical aspects of these coaches.

Painting of W 903 "Marrinup" (4-8-2 Beyer Peacock 7380/1951) is progressing steadily and it is hoped that the loco will emerge from the loco shed in pristine condition in time to haul the HVR Third Anniversary trip in mid-September.

In conjunction with "Back to Yarloop" week being held in early September, two steam-hauled trains will be running to Yarloop on 2/9. The HVR train will be hauled by 4-8-2 W 945 (Beyer Peacock 7457/1951) "Banksiadale", and Bunbury Tourist Association's "Leschenault Lady" will make the trip from Bunbury to Yarloop. Other attractions will include trips in an open wagon behind Millar's (owners of Yarloop) Clyde 0-6-ODH (Model HG-3R, B/No. 61-241/1961) to the timber mill, the mill will be open for inspection, as will be the historic workshops which the National Trust plans to restore as a museum. The Editor would be pleased to receive some photos of this event for inclusion in a later issue of LRN.

"Pinjarra Steam Express" 6-7/79

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DIRECTORY

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY, Tongara Road (near Station Road), Albion Park Rail, NSW 2527
Secretary: Tony Madden, P.O. Box 1036, WOLLONGONG NSW 2500
Meetings: 7.45 pm, Monday 8 October and 3 December 1979; A.I.& S. Visitor's Centre, Springhill Road, CONISTON. (Near steelworks gate). All welcome.
Work Parties: Every Saturday at Museum, mid morning to dark.
Trains run: the second Sunday every month, 11.00 am to 5.00 pm (held jointly with SCMES live steamers). Admission free. Train and tram rides 20 cents.
Annual subscription: Full $8.00; Junior $2.00
Phone enquiries: (042) 95 1776 (Operations manager)
Aims: Preservation of local and national items of light railway interest, and operation, where possible on the museum's 2 ft gauge railway

LIGHT RAILWAY RESEARCH SOCIETY OF AUSTRALIA
Secretary: E.G. Stuckey, P.O. Box 21, SURREY HILLS Vic 3127
Meetings: 8.00 pm, Thursday 11 October and 13 December; Room 334 Victorian Railways Institute, Flinders Street Station building. All welcome.
New South Wales Division: Secretary: R. Mason, P.O. Box 290, BURWOOD 2134
Meetings: 7.30 pm Wednesday 24 October and 12 December 1979: Conference Room, Rechabite House, 85 Campbell Street, SURRY HILLS.
Annual subscription: $5.00 (Light Railway News extra $4.80)
Phone enquiries: (03) 830 1640 (Frank Stamford)
(02) 771 3929 (Paul Simpson)

(Listings in this section are available to all preservation societies contributing to Light Railway News)